neglected: Kasimir Fajans, formerly director of the Physical Chemical Institute at Munich and one of the best-known physical chemists of our day: and Friedrich Adolph Paneth, formerly of the University of Berlin, famous for his fruitful work on radio activity.

The most dramatic technical triumph of modern times is the astonishing improvement in communications. Until the close of the Napoleonic era, these had hardly overtaken the standard which the Romans attained eighteen centuries before. Since that date, distances have been annihilated by successive inventions. The reactions on economic organisation, on social life, on intellectual outlook, have been immeasurable.

The first stage, the Steam Age, was in the main the result of the activity of English and American inventors. Jews did not play a part of any importance,[1] except that some of the wealthier among them, quick to realise the implications of the new inventions, took an active share in making possible their practical application—the Rothschilds in Austria, the Pereires in France, the Josephs in Canada, de Hirsch in Turkey, and so on. The Railway Age was, however, challenged by two new inventions. At the close of the nineteenth century, the automobile made its appearance; and, at the beginning of the twentieth, air communications began to develop.

By this time, the Jews had emerged from the Ghettoes,
to which they had hitherto been compulsorily confined.

[1] This is not to be interpreted too rigidly. Joseph Simon, of Lancaster, Pennsylvania, was closely associated with the genesis of the steam-boat; it was in their joint workshop that his partner, William Henry, made his first unfortunate experiment in 1763, and under their tutelage that Eobert Fulton, who constructed the first effective steam-boat in 1807, developed his abilities.